

MARYLAND
MD



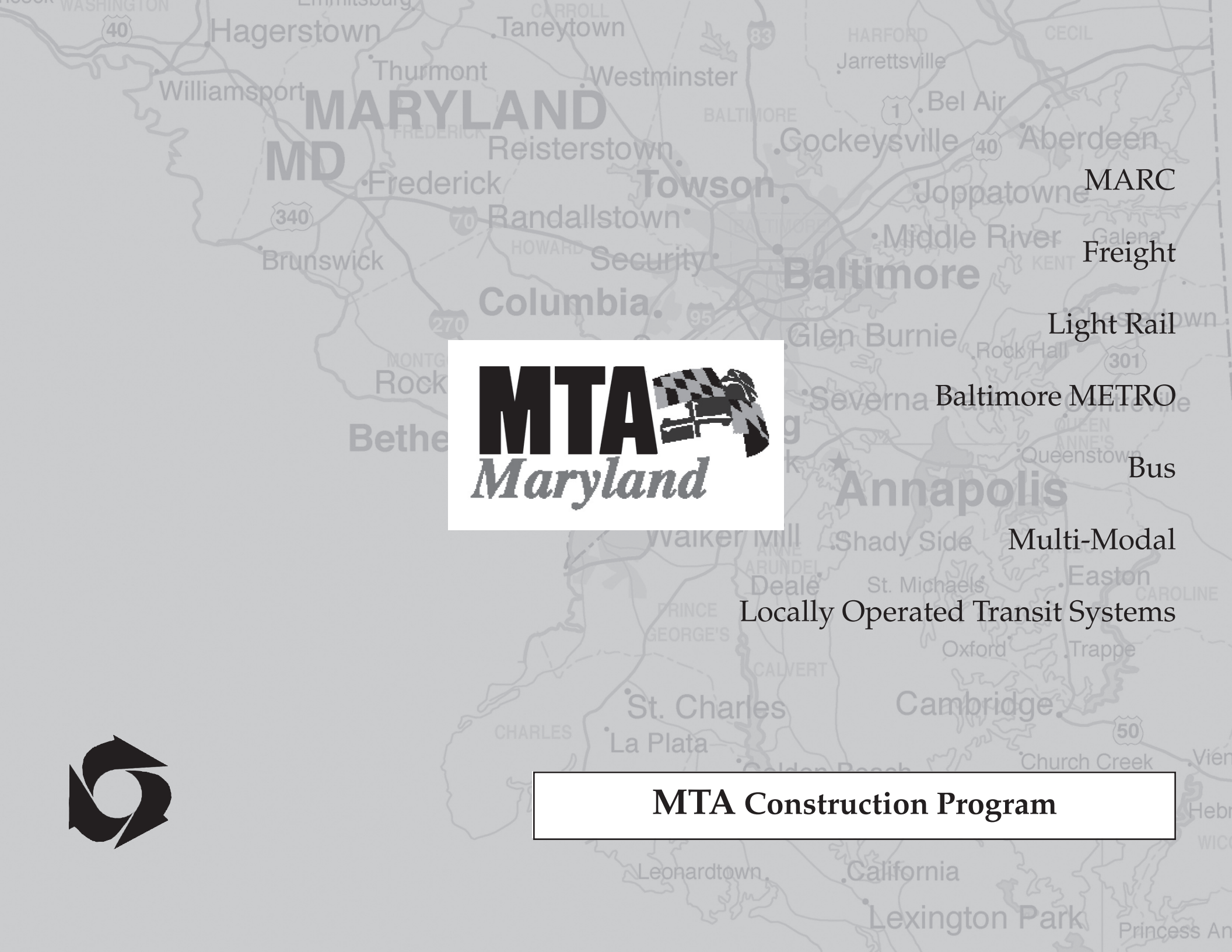
Maryland Transit Administration

**MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	273.0	201.7	129.8	118.0	131.3	158.9	1,012.7
System Preservation Minor Projects	86.7	72.3	29.2	15.5	27.9	57.5	289.2
<u>Development & Evaluation Program</u>	<u>12.9</u>	<u>21.9</u>	<u>11.0</u>	<u>4.0</u>	<u>-</u>	<u>-</u>	<u>49.8</u>
SUBTOTAL	372.6	296.0	170.0	137.5	159.2	216.4	1,351.7
<u>Capital Salaries, Wages & Other Costs</u>	<u>6.0</u>	<u>5.6</u>	<u>5.0</u>	<u>5.4</u>	<u>5.4</u>	<u>5.3</u>	<u>32.7</u>
TOTAL	378.6	301.6	175.0	142.9	164.6	221.8	1,384.5
Special Funds *	215.0	156.6	71.0	45.6	60.8	79.0	628.0
Federal Funds	162.2	144.5	103.6	96.7	103.3	142.7	753.0
Other Funding **	1.3	0.5	0.4	0.6	0.5	0.1	3.4

* Includes local share reimbursement to the State by non-profit organization grant recipients, and local jurisdiction contributions to the Central Line Light Rail System.

** Other funding includes Maryland Transportation Authority (MdTA) bond financing and local share of Maglev Rail System Study. These funds are included in the total.



Locally Operated Transit Systems

MTA Construction Program





STATUS: Revenue service began December 2001. Close out tasks underway.

PROJECT: MARC Frederick Extension

DESCRIPTION: Newly constructed 13.5 mile service from Point of Rocks to City of Frederick, including downtown Frederick and suburban stations. This service extension connects to the Brunswick Line providing access to Washington, D.C.

JUSTIFICATION: This extension helps to meet travel demands in the I-270 corridor by providing additional MARC stations. The Frederick downtown station supports the revitalization of the downtown area in conjunction with the Carroll Creek Project and office development.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Point of Rocks MARC Station Parking Expansion -- Line 9

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	3,490	2,950	540	0	0	0	0	0	540	0
Right-of-way	6,216	6,038	178	0	0	0	0	0	178	0
Construction	45,708	39,364	2,728	3,616	0	0	0	0	6,344	0
Total	56,090	49,028	3,446	3,616	0	0	0	0	7,062	0
Federal-Aid	44,815	38,991	2,942	2,882	0	0	0	0	5,824	0

USAGE: Approximately 300 patrons per day use the MARC Frederick Extension.

OPERATING COST IMPACT: Approximately \$2.5 million per year.



STATUS: Planning and engineering underway for Baltimore MARC Maintenance Facility and Washington Mid-Day Storage.

PROJECT: MARC Maintenance, Layover & Storage Facilities

DESCRIPTION: Current funding supports planning, environmental documentation, design and property acquisition of major maintenance, shop, layover, and storage yard facilities. Funding includes construction for the Washington mid-day storage.

JUSTIFICATION: Projects will provide critically needed storage and maintenance facilities for the MARC fleet. The mid-day storage facility will reduce interference to Amtrak operations in Washington and provide urgently needed mid-day storage away from Washington Union Station.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Total cost decreased \$3.2 million due to elimination of the Penn-Camden Connection.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	3,176	2,925	251	0	0	0	0	0	251	0
Engineering	5,213	2,045	1,378	895	895	0	0	0	3,168	0
Right-of-way	18,318	9,458	6,198	547	547	1,568	0	0	8,860	0
Construction	23,205	31	3	3,352	10,000	9,819	0	0	23,174	0
Total	49,912	14,459	7,830	4,794	11,442	11,387	0	0	35,453	0
Federal-Aid	36,464	7,059	6,571	4,050	9,405	9,379	0	0	29,405	0



STATUS: Improvements on-going.

PROJECT: MARC Efficiency Improvements on Camden, Brunswick, and Penn Lines

DESCRIPTION: Project reflects an on-going program of improvements on the Camden, Brunswick and Penn MARC lines to ensure safety and quality of service to riders. Program is carried out through operating agreements with CSX and Amtrak.

JUSTIFICATION: Investments in passenger rail corridor infrastructure improvements are necessary to enable MARC to continue quality service.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$2.4 million based on ongoing negotiations.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,838	1,587	251	0	0	0	0	0	251	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	62,148	11,124	37,264	13,760	0	0	0	0	51,024	0
Total	63,986	12,711	37,515	13,760	0	0	0	0	51,275	0
Federal-Aid	51,188	9,916	30,235	11,037	0	0	0	0	41,272	0



STATUS: Engineering is planned to begin during current fiscal year.

PROJECT: MARC II Vehicle Mid-Life Overhaul

DESCRIPTION: 20-year mid-life overhaul of the 26 MARC II cars that were constructed by Nippon Sharyo and became part of the MARC fleet between 1985 and 1987. Overhaul will consist of complete carbody interior and exterior overhaul. Regulatory requirements triggered by Capital Overhaul will also be included.

JUSTIFICATION: The mid-life overhaul will extend the life of mechanical systems for another 19 years, and extend the carbody life for 29 years.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Portions of this project were in the Minor Projects. \$25 million has been added for construction.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	250	4	121	125	0	0	0	0	246	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,000	0	0	0	3,000	3,000	4,000	15,000	25,000	0
Total	25,250	4	121	125	3,000	3,000	4,000	15,000	25,246	0
Federal-Aid	20,200	0	98	102	2,400	2,400	3,200	12,000	20,200	0



STATUS: Engineering underway.

PROJECT: MARC Mid-Life Overhaul of GP40 and AEM7 Locomotives

DESCRIPTION: Conduct a mid-life overhaul of 19 GP40 Diesel and 4 AEM7 Electric MARC locomotives.

JUSTIFICATION: Locomotives are half-way through their useful life and need to be overhauled to maintain proper operation.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	0	100	0	0	0	0	0	100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	71,000	0	0	14,000	8,500	8,500	15,000	25,000	71,000	0
Total	71,100	0	100	14,000	8,500	8,500	15,000	25,000	71,100	0
Federal-Aid	56,880	0	80	11,200	6,800	6,800	12,000	20,000	56,880	0



STATUS: Phase I Construction for station relocation is complete. Preliminary Engineering and environmental work for the Transit Center (Phase II) is underway. Phase II is being managed by Montgomery County, with final design and construction to be completed in conjunction with a joint developer through WMATA.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

PROJECT: Silver Spring Transit Center and MARC Station Relocation

DESCRIPTION: This is a two-phase project to provide a fully integrated transit center at the Silver Spring Metrorail Station. The first phase involved relocation of the MARC Station and included new platforms, a pedestrian bridge over the tracks and a temporary building for the ticket agent. Phase II includes the construction of a facility to house bus bays for Metrobus and Ride On, an intercity bus facility, a taxi queue area, kiss and ride parking and a MARC ticketing office. Provision is also made for a future Bi-County Transitway Station and hiker/biker trail.

JUSTIFICATION: Consolidating transit services at a single location in Silver Spring will increase their efficiency and ease of use. The project will support the ongoing revitalization of downtown Silver Spring.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
 Bi-County Transitway Study -- Line 35

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	1,054	1,054	0	0	0	0	0	0	0	0
Engineering	5,896	2,183	3,713	0	0	0	0	0	3,713	0
Right-of-way	605	605	0	0	0	0	0	0	0	0
Construction	33,679	6,178	2,069	10,000	15,432	0	0	0	27,501	0
Total	41,234	10,020	5,782	10,000	15,432	0	0	0	31,214	0
Federal-Aid	32,869	7,838	4,637	8,019	12,375	0	0	0	25,031	0



STATUS: Construction of surface parking (Phase I) is complete. Engineering for Phase II is underway.

PROJECT: Halethorpe MARC Station Improvements

DESCRIPTION: Phase I of the project provides an additional 428 surface parking spaces at the Halethorpe MARC Station. Phase II includes installation of high level platforms, a pedestrian bridge, new shelters, lighting, streetscaping, and improved access for persons with disabilities.

JUSTIFICATION: Insufficient parking at this station results in commuters parking along US 1 and within adjacent residential communities. Platform and access improvements will improve service for riders and reduce boarding times.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	294	294	0	0	0	0	0	0	0	0
Engineering	1,001	586	415	0	0	0	0	0	415	0
Right-of-way	1,318	1,318	0	0	0	0	0	0	0	0
Construction	12,312	2,721	156	3,000	4,473	1,962	0	0	9,591	0
Total	14,925	4,919	571	3,000	4,473	1,962	0	0	10,006	0
Federal-Aid	10,886	2,874	454	2,403	3,583	1,572	0	0	8,012	0

USAGE: An average of 1,000 patrons per day used the Halethorpe MARC Station in FY 2004.



STATUS: Engineering underway, construction to begin in current fiscal year.

PROJECT: Odenton MARC Station Parking Expansion

DESCRIPTION: Expansion of parking facilities at Odenton Station on the MARC Penn Line. Project includes site selection, preparation of environmental documents, preliminary design and development of short-term solutions to overflow parking. Funding will also include land acquisition, engineering and construction of a 700 to 750-space surface parking lot with pedestrian access under MD 175 to the station platform, as well as a feasibility study of structured parking (either garage or parking deck) for 2,500 spaces on MTA-owned property.

JUSTIFICATION: Existing parking is insufficient to meet the increasing ridership demand.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	578	573	5	0	0	0	0	0	5	0
Engineering	478	286	180	12	0	0	0	0	192	0
Right-of-way	1,887	25	1,862	0	0	0	0	0	1,862	0
Construction	3,277	0	783	2,494	0	0	0	0	3,277	0
Total	6,220	884	2,830	2,506	0	0	0	0	5,336	0
Federal-Aid	2,963	803	1,312	848	0	0	0	0	2,160	0

USAGE: An average of 2,000 patrons per day used the Odenton MARC Station in FY 2004.



STATUS: Engineering and property acquisition underway. Construction to begin during budget fiscal year.

PROJECT: Point of Rocks MARC Station Parking Expansion

DESCRIPTION: Construct approximately 230 additional parking spaces at the Point of Rocks MARC Station in Frederick County. Project will include pedestrian access improvements along MD 28.

JUSTIFICATION: Parking demand regularly exceeds the existing 276-space lot. Currently, patrons are parking in the adjacent community.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MARC Frederick Extension -- Line 1

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	803	710	93	0	0	0	0	0	93	0
Engineering	455	148	307	0	0	0	0	0	307	0
Right-of-way	793	399	394	0	0	0	0	0	394	0
Construction	1,834	0	0	1,834	0	0	0	0	1,834	0
Total	3,885	1,257	794	1,834	0	0	0	0	2,628	0
Federal-Aid	3,108	915	726	1,467	0	0	0	0	2,193	0



STATUS: Design work initiated and construction will continue through FY 2007.

PROJECT: Freight Bridge Rehabilitation

DESCRIPTION: Funding for the rehabilitation of MTA-owned freight bridges throughout the State. Bridges are regularly analyzed as to their structural condition and prioritized for improvements based upon specific axle-load requirements and economic need and necessity.

JUSTIFICATION: A structural inspection of freight bridges throughout the State indicates a need for rehabilitation to maintain safe and efficient operations. These freight operations are essential to the economic welfare of the areas they serve.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cash flows adjusted to reflect on-going engineering and construction work.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,461	539	257	454	211	0	0	0	922	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,273	5,212	18	446	597	0	0	0	1,061	0
Total	7,734	5,751	275	900	808	0	0	0	1,983	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: The operating railroads, under the project management of SHA, will rehabilitate several priority crossings dependent upon funding availability.

PROJECT: Freight Line Grade Crossing Rehabilitation

DESCRIPTION: Rehabilitate grade crossings on freight lines throughout the State. Funding is provided for the rehabilitation of the grade crossings on a priority basis. Priority crossings that need to be rehabilitated include MD 313 at Barclay in Queen Anne's County, MD 318 at Federalsburg in Caroline County, and Cash Valley Road on the Western Maryland Scenic Railroad in Allegany County.

JUSTIFICATION: This is a system preservation and safety enhancement effort to maintain smooth traffic flow at freight railroad crossings throughout the State.

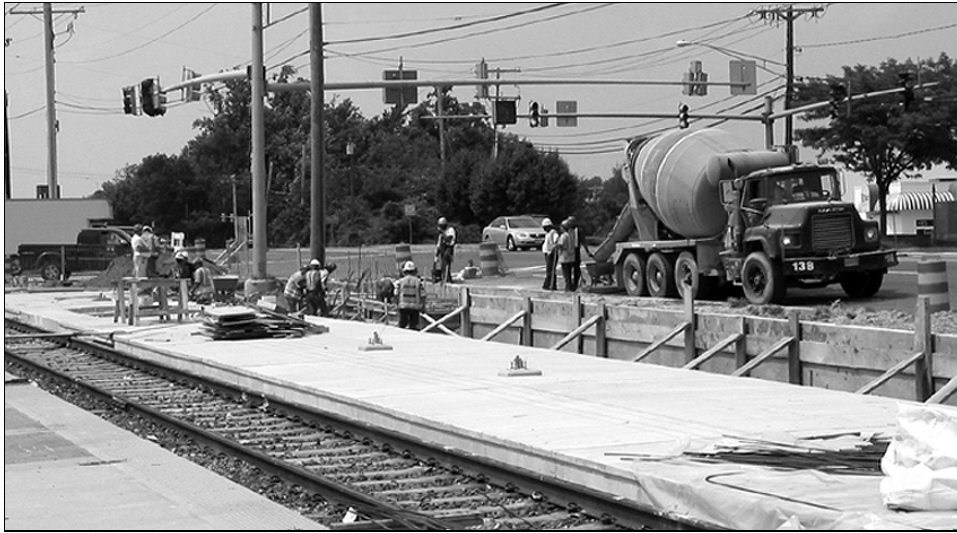
SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	40	0	40	0	0	0	0	0	40	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,138	447	910	600	650	285	246	0	2,691	0
Total	3,178	447	950	600	650	285	246	0	2,731	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction underway.

PROJECT: Light Rail Double Track

DESCRIPTION: Project will add a second track to the existing single track sections between Warren Road Station and Cromwell Station. Approximately 9.4 miles will be upgraded to two tracks. Boarding platforms for the second track will be constructed at Mt. Washington, Baltimore Highlands, Linthicum and Cromwell stations.

JUSTIFICATION: Installation of double track on eight sections will enhance operations flexibility for improved service by eliminating train meets and delays at single track sections. The double track will also allow the opportunity to perform maintenance during revenue hours. The result of the double tracking will be improved service and increased ridership.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Control -- Line 13
 Light Rail Cab Code Signal Systems -- Line 14
 Light Rail Safety Upgrades -- Line 15

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	7,819	7,819	0	0	0	0	0	0	0	0
Engineering	14,922	14,922	0	0	0	0	0	0	0	0
Right-of-way	1,083	602	481	0	0	0	0	0	481	0
Construction	129,836	75,803	26,082	19,422	8,529	0	0	0	54,033	0
Total	153,660	99,146	26,563	19,422	8,529	0	0	0	54,514	0
Federal-Aid	105,203	77,084	13,254	11,378	3,487	0	0	0	28,119	0



STATUS: Light rail control system is in service.

PROJECT: Light Rail Control

DESCRIPTION: Purchase and install computerized communications, train control and locator system at North Avenue Light Rail Facility.

JUSTIFICATION: This facility improves overall vehicle control and provides optimum safe operation of trains. In addition, the computerized system provides the ability to manage trains on a consistent schedule and level of service during extreme weather, high volume and special events. The system also monitors grade crossings.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track -- Line 12
 Light Rail Cab Code Signal Systems -- Line 14

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Project complete.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	853	853	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,201	8,201	0	0	0	0	0	0	0	0
Total	9,054	9,054	0	0	0	0	0	0	0	0
Federal-Aid	5,467	5,467	0	0	0	0	0	0	0	0



STATUS: Construction underway.

PROJECT: Light Rail Cab Code Signal Systems

DESCRIPTION: Design, furnish and install a cab code signal system with automatic train protection (ATP) for Light Rail wayside and vehicle equipment. This project will provide a much safer and efficient means to control train separation and stopping.

JUSTIFICATION: Overall system safety is dependent upon the signal system. Having a single system for the entire line will provide consistency and increased safety.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track -- Line 12
Light Rail Control -- Line 13

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	425	425	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,230	6,645	2,633	3,538	414	0	0	0	6,585	0
Total	13,655	7,070	2,633	3,538	414	0	0	0	6,585	0
Federal-Aid	744	744	0	0	0	0	0	0	0	0



STATUS: Construction underway.

PROJECT: Light Rail Safety Upgrades

DESCRIPTION: Various upgrades for safety, communications and track operations including safety walks, railings, and guardrails on bridges; electrical substation enhancements; display information on status of overhead wires and fiber optic network; fiber optic drops at stations and minor flash modifications.

JUSTIFICATION: Improve safety, communications, operations and system reliability of the Light Rail line.

SMART GROWTH STATUS:

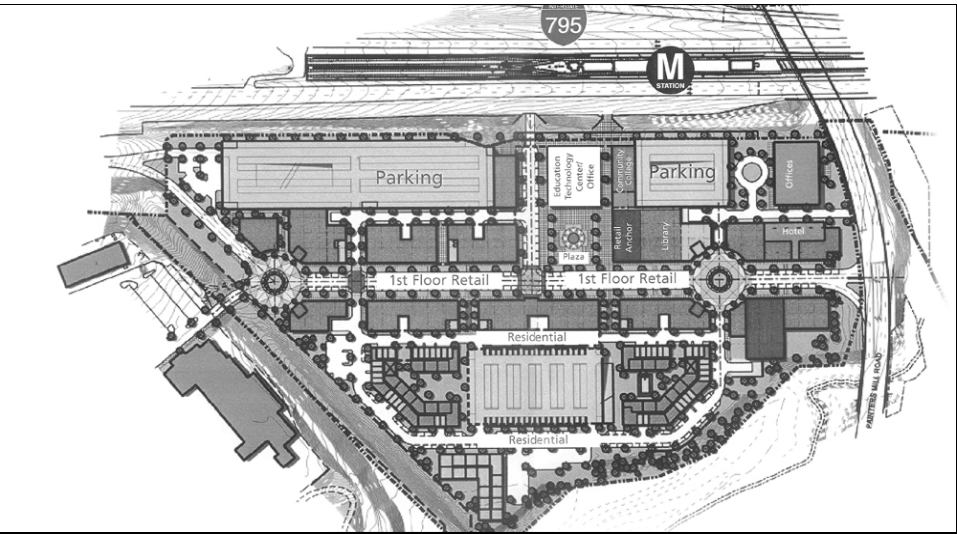
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track-- Line 12

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	119	481	0	0	0	0	0	481	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,024	3,986	470	568	0	0	0	0	1,038	0
Total	5,624	4,105	951	568	0	0	0	0	1,519	0
Federal-Aid	368	368	0	0	0	0	0	0	0	0



STATUS: The Master Development Agreement is being negotiated; conceptual designs for the garage and infrastructure are underway; and a ground lease has been executed.

PROJECT: Owings Mills Joint Development

DESCRIPTION: Master plan and site infrastructure for joint development on the existing 46-acre surface parking lot at Owings Mills Metro Station. Site infrastructure includes a replacement parking structure and utilities.

JUSTIFICATION: This project will provide state and local economic development benefits while supporting the State's goal to develop areas adjacent to transit stations. The project will also increase ridership through mixed-use development and will generate additional non-fare revenue.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	826	826	0	0	0	0	0	0	0	0
Engineering	1,200	900	300	0	0	0	0	0	300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,400	43	11,308	2,049	0	0	0	0	13,357	0
Total	15,426	1,769	11,608	2,049	0	0	0	0	13,657	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Escalator work is proceeding.

PROJECT: Metro Escalator Rehabilitation

DESCRIPTION: Escalators (81) in the Metro system will be rehabilitated and upgraded. Station entrance canopies will be modified or new canopies will be installed. Additional enhancements include snowmelt equipment and a remote monitoring system.

JUSTIFICATION: Escalator components have deteriorated due to age and weather requiring rehabilitation for continued reliability. New escalators are being upgraded to comply with code mandated safety features.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
Agencywide Elevator Rehabilitation -- Line 18

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,235	1,235	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	49,974	37,516	6,153	4,174	2,131	0	0	0	12,458	0
Total	51,209	38,751	6,153	4,174	2,131	0	0	0	12,458	0
Federal-Aid	35,056	29,591	445	3,320	1,700	0	0	0	5,465	0



STATUS: Construction underway.

PROJECT: Agencywide Elevator Rehabilitation

DESCRIPTION: Upgrade 33 elevators throughout MTA's facilities to meet current operating, safety and ADA standards. This rehabilitation will bring the units into compliance with various safety codes, improve the appearance of the equipment, stop water infiltration, and restore or upgrade machinery and controls.

JUSTIFICATION: Deterioration of elevators has impacted reliability and patron service. The elevators are experiencing declining reliability and exhibit signs of wear and tear, corrosion, and water damage. In addition, certain items must be brought up to ADA compliance, and other safety code changes.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
 Metro Escalator Rehabilitation -- Line 17

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	428	420	8	0	0	0	0	0	8	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,822	7,125	697	0	0	0	0	0	697	0
Total	8,250	7,545	705	0	0	0	0	0	705	0
Federal-Aid	3,643	3,170	473	0	0	0	0	0	473	0



STATUS: Rail Yard and Facilities Maintenance Building are under construction.

PROJECT: Metro Operations Facilities

DESCRIPTION: Construction of a new Maintenance-of-Way (MOW) facility at the Old Court Metro Station. Project will include one two-story building with spur track and equipment for high-rail vehicle maintenance and two single-story buildings for storage of seasonal vehicles and equipment. The Wabash Rail Yard is to be rehabilitated through replacement of existing timber railroad ties with concrete ties and will also include installation of third-rail heaters within the yard.

JUSTIFICATION: The Metro Facilities Maintenance Department is currently operating from a number of open air sites and substandard facilities. Centralizing the location will improve productivity, efficiency and safety. The Wabash Rail Yard is over 20 years old and aging timber railroad ties have created unsafe conditions for operating trains in the Yard area. The absence of third-rail heating devices makes operating trains in heavy snow and icing conditions difficult. Major rehabilitation is required for the entire yard.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$3.0 million to reflect revised construction estimate for the Facilities Maintenance Building.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	240	240	0	0	0	0	0	0	0	0
Engineering	4,071	3,995	76	0	0	0	0	0	76	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	27,525	8,881	13,369	5,275	0	0	0	0	18,644	0
Total	31,836	13,116	13,445	5,275	0	0	0	0	18,720	0
Federal-Aid	5,285	2,236	2,539	510	0	0	0	0	3,049	0



STATUS: Forty (40) out of one hundred (100) railcars have been overhauled and are in service.

PROJECT: Metro Railcar Mid-Life Overhaul

DESCRIPTION: Structural and systems overhaul of 100 Metro railcars. Project provides for the upgrading and installation of new selected vehicle systems (propulsion logic, passenger seating, flooring, audible and visual announcement system, new video surveillance system). Remaining electrical, pneumatic, and mechanical systems (door, brake, heating and air conditioning, wheel trucks, communications and electrical systems) are overhauled in-kind.

JUSTIFICATION: The Metro railcars are over 20 years old. Rehabilitation of major railcar systems and components is required to enable the railcars to reach their useful life of 30 years. Numerous components are seriously deteriorated and some of the technology is obsolete.

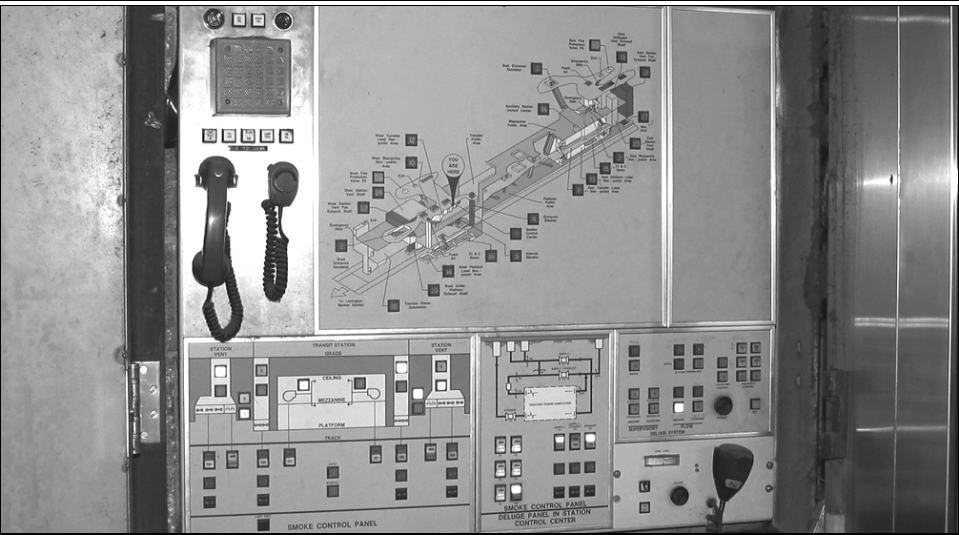
SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	104	104	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	95,814	44,824	26,643	16,726	7,621	0	0	0	50,990	0
Total	95,918	44,928	26,643	16,726	7,621	0	0	0	50,990	0
Federal-Aid	68,586	32,306	16,617	13,510	6,153	0	0	0	36,280	0



STATUS: Specifications are being developed for the electrical and mechanical components of the fire and security management system. Construction on the tunnel lighting and fire protection standpipes is underway.

PROJECT: Metro Fire and Security Management Systems

DESCRIPTION: Replacement of the Supervisory Control and Data Acquisition (SCADA) equipment. This includes fire and security equipment and traction power monitoring and control equipment necessary for safe operation of the Metro system. Also, the project will replace the obsolete electrical wiring, conduits, and sensors for the Metro fire and security protection systems with state-of-the-art technologies. Lighting in the Metro tunnels and the fire protection standpipes are being replaced under this project as well.

JUSTIFICATION: The present systems are in deteriorated condition, are obsolete and are not easily expandable to accommodate new Homeland Security initiatives.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....	TOTAL	COMPLETE
Planning	201	201	0	0	0	0	0	0	0	0
Engineering	1,495	766	729	0	0	0	0	0	729	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	66,797	5,743	8,226	3,293	7,000	10,635	14,500	14,500	58,154	2,900
Total	68,493	6,710	8,955	3,293	7,000	10,635	14,500	14,500	58,883	2,900
Federal-Aid	39,917	1,971	769	2,634	4,915	7,068	10,960	11,600	37,946	0



STATUS: First 100 buses have been placed in service.

PROJECT: Bus Procurement

DESCRIPTION: Purchase 40-foot buses to be used in an annual replacement program of buses in service 12 or more years.

JUSTIFICATION: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and excessive major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to reduce the average age of the bus fleet from nine to six years.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Replacement of Fare Collection Equipment -- 24

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cash flow adjustments reflect purchase of 125 buses during current fiscal year, 105 buses during FY 2006 and 100 buses in FY 2007.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	217	216	1	0	0	0	0	0	1	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	192,710	62,861	35,237	31,492	22,628	23,557	16,935	0	129,849	0
Total	192,927	63,077	35,238	31,492	22,628	23,557	16,935	0	129,850	0
Federal-Aid	150,911	48,029	27,160	25,218	18,110	18,846	13,548	0	102,882	0

0299, 0464, 0465, 0508, 0509, 0518, 0714



STATUS: 251 mobility vehicles have been procured and are in service.

PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of vehicles for the delivery of paratransit services.

JUSTIFICATION: Mobility vehicles are required to operate MTA's paratransit service. An increase to the normal acquisition rate is required to provide replacements for aging vehicles to improve reliability.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Total project cost increased \$9.4 million for purchase of additional vehicles.

<u>POTENTIAL FUNDING SOURCE:</u>					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
TOTAL											
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE	
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO	
	(\$000)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	13,610	7,610	6,000	0	0	0	0	0	6,000	0	
Total	13,610	7,610	6,000	0	0	0	0	0	6,000	0	
Federal-Aid	1,008	1,008	0	0	0	0	0	0	0	0	



STATUS: Fare equipment has been installed and 'In Service Qualifications Testing' on the farebox and magnetic weekly and monthly bus passes of the New Fare Collection System is underway on several routes out of Eastern Bus Division.

PROJECT: Replacement of Fare Collection Equipment

DESCRIPTION: Replace existing fare collection equipment on core Baltimore Metro, Light Rail, MARC, Commuter Bus and Locally Operated Transit Systems with automatic fare collection equipment with electronic fare collection option. Includes establishment of a financial clearinghouse to process transactions among participating agencies and users. Fareboxes will record pertinent ridership and revenue collection information. This information will improve revenue collection and the audit trail from point of deposit on the bus to the revenue collection room.

JUSTIFICATION: New fare collection equipment will increase efficiency of operations, reduce fraud, improve data collection and enhance reliability. The new fareboxes will replace obsolete equipment that is experiencing poor reliability with a recent design that will use locally available parts as well as being stronger and better able to withstand damage from normal operation.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Bus Procurement -- Line 22

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	408	337	71	0	0	0	0	0	71	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	82,054	27,673	25,921	19,463	8,997	0	0	0	54,381	0
Total	82,462	28,010	25,992	19,463	8,997	0	0	0	54,452	0
Federal-Aid	20,102	5,392	5,647	5,063	4,000	0	0	0	14,710	0



STATUS: Construction is underway.

PROJECT: Radio Communication Trunking

DESCRIPTION: Replace and upgrade mobile and portable radio equipment; complete the conversion of the communication system from a conventional to a trunked system; add three frequencies to the radio system; replace tunnel antenna system.

JUSTIFICATION: Radio communication is critical for safe and reliable operations. A trunked system enables many more voice and data transmissions than a conventional system over the same number of channels.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	549	547	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,904	4,627	3,200	1,750	1,327	0	0	0	6,277	0
Total	11,453	5,174	3,202	1,750	1,327	0	0	0	6,279	0
Federal-Aid	6,525	3,779	284	1,400	1,062	0	0	0	2,746	0



STATUS: Revitalization activities are underway.

PROJECT: Community Safety and Enhancement Projects.

DESCRIPTION: Funding to meet existing commitments for transportation projects in designated revitalization areas, where enhancement of existing infrastructure will promote economic revitalization and neighborhood conservation and where these improvements will contribute to on-going revitalization activities. Project types include pedestrian connections, landscaping, lighting, bike racks and shelters.

JUSTIFICATION: Some of Maryland's older urban areas contain significant investments in physical infrastructure that are underutilized due to their inability to attract new investment. MDOT is joining with other State agencies to target resources to these areas with the goal of increasing their attractiveness to private investment.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	150	80	70	0	0	0	0	0	70	0
Right-of-way	41	0	41	0	0	0	0	0	41	0
Construction	13,937	9,215	1,822	1,071	714	515	600	0	4,722	0
Total	14,128	9,295	1,933	1,071	714	515	600	0	4,833	0
Federal-Aid	850	47	803	0	0	0	0	0	803	0



STATUS: This is a yearly funding program. Funding for FY 2006 through FY 2010 is shown as a statewide total.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$4.6 million due to increased levels of funding.

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

DESCRIPTION: The MTA provides funding to local jurisdictions in rural and small urban areas for transit vehicles, equipment and facilities. In addition, the MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery, and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools.

JUSTIFICATION: Intense use of equipment and increased demand for service requires regular vehicle replacement and expansion as well as adequate support facilities to provide reliable service and keep operating costs to a minimum. The ridesharing program provides citizens with information on expanded commute options and companies with technical expertise needed to meet Federal clean air requirements.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2005 and Prior -- Line 45

<u>POTENTIAL FUNDING SOURCE:</u>					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	780	145	635	0	0	0	0	0	635	0
Engineering	17,615	8,190	1,696	1,486	1,666	1,606	1,486	1,485	9,425	0
Right-of-way	702	0	702	0	0	0	0	0	702	0
Construction	116,436	36,683	24,370	17,808	11,863	10,966	8,551	6,195	79,753	0
Total	135,533	45,018	27,403	19,294	13,529	12,572	10,037	7,680	90,515	0
Federal-Aid	105,755	35,242	17,207	12,815	12,496	11,564	9,294	7,137	70,513	0

0041, 0044, 0045, 0145, 0148, 0211, 0214, 0217, 0218,
0826, 0828, 0869, 0877, 0878, 0885, 1025, 1061, 1143,
1144



STATUS: This is an annual funding program. A more detailed list of FY 2005 Non-Profit Agencies receiving vehicles is provided on Line 47. Funding for FY 2006 through FY 2010 is shown as a statewide total on this page only.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$1 million primarily due to the addition of FY 2010.

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Private Non-Profit Agencies)

DESCRIPTION: The MTA administers a grant program that provides funding to private non-profit agencies for the transportation of the elderly and persons with disabilities.

JUSTIFICATION: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2005 and Prior -- Line 45

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					
	COST	THRU	YEAR	YEAR	.....2007.....	.....2008.....	.....2009.....	.....2010.....		
	(\$000)	2004	2005	2006						
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,588	9,384	1,490	1,917	2,149	2,518	2,450	1,680	12,204	0
Total	21,588	9,384	1,490	1,917	2,149	2,518	2,450	1,680	12,204	0
Federal-Aid	17,584	7,812	1,149	1,411	1,727	1,942	1,960	1,583	9,772	0



STATUS: The FY 2005 grant for the County's capital bus replacement program is currently under development.

PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacement and integrated fareboxes that support the regional Smart Card technology program. The current program includes approximately 10 buses for replacement of existing Ride On vehicles. Sound system annunciators that communicate next stop information and interactive kiosks are programmed for FY 2006.

JUSTIFICATION: These investments will make Ride On a more convenient and user-friendly system, while improving passenger access to a Metrorail system that is being challenged by a lack of available parking.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$2.6 million primarily due to the addition of FY 2010.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	37,213	14,524	6,241	5,240	2,740	2,740	2,740	2,988	22,689	0
Total	37,213	14,524	6,241	5,240	2,740	2,740	2,740	2,988	22,689	0
Federal-Aid	4,132	0	2,132	2,000	0	0	0	0	4,132	0

0892, 0894, 1075



STATUS: The FY 2005 grant for the County's capital bus program is currently under development.

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Annual funding for approximately 5 buses per year to replace existing vehicles in the County's "The Bus" fleet.

JUSTIFICATION: Buses will replace existing fleet throughout Prince George's County.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,043	1,648	1,001	830	650	600	657	657	4,395	0
Total	6,043	1,648	1,001	830	650	600	657	657	4,395	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Project is complete.

PROJECT: Procure Lift-Equipped Over-the-Road Coaches

DESCRIPTION: Acquisition of 50 over-the-road lift-equipped coaches. These coaches will be utilized by private contractors to provide commuter bus service in the Baltimore and suburban Maryland regions.

JUSTIFICATION: Coaches are required to comply with the Americans with Disabilities Act.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,226	21,208	18	0	0	0	0	0	18	0
Total	21,226	21,208	18	0	0	0	0	0	18	0
Federal-Aid	16,962	16,948	14	0	0	0	0	0	14	0



STATUS: Alternatives Analysis underway. Preparation of Draft Environmental Impact Statement to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Project split out from Baltimore Region Transit Plan. Cost increased \$229 million to add additional phases to this project. Project is contingent upon a Full Funding Grant Agreement from the FTA. Moved from the D&E program.

PROJECT: Baltimore Corridor Transit Study - Red Line

DESCRIPTION: The Red Line Transit Study will identify and analyze several potential alignment and mode alternatives for an east-west rapid transit system from Social Security to Fells Point. The study includes conducting preliminary engineering and mode feasibility analyses; environmental screening; identification of right-of-way issues; ridership potential; capital and annual operating costs; and social, cultural and economic development benefits and impacts.

JUSTIFICATION: The Red Line will improve transit mobility in an east-west corridor of the Baltimore region from the Woodlawn area to Fells Point/Patterson Park. This project is intended to help address traffic congestion, provide better connectivity to existing transit service, support new and future transit-oriented economic development and revitalization efforts, and help address regional air quality issues.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Baltimore Corridor Transit Study - Green Line - Line 36

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004			.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	39,616	3,302	18,384	10,214	7,716	0	0	0	36,314	0
Engineering	136,900	0	0	0	0	10,500	63,200	63,200	136,900	0
Right-of-way	21,400	0	0	0	0	19,500	1,900	0	21,400	0
Construction	41,700	0	0	0	0	0	0	41,700	41,700	0
Total	239,616	3,302	18,384	10,214	7,716	30,000	65,100	104,900	236,314	0
Federal-Aid	102,283	2,283	0	0	0	15,000	32,550	52,450	100,000	0



MARYLAND
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MTA Development & Evaluation Projects





STATUS: Negotiations for right of entry agreement and property acquisition underway.

PROJECT: Cold Spring Light Rail Station Park and Ride

DESCRIPTION: Construct a new 300-space park and ride surface lot at the existing Cold Spring Light Rail Station. The station currently has no parking.

JUSTIFICATION: New parking will increase ridership by providing convenient access to the system.

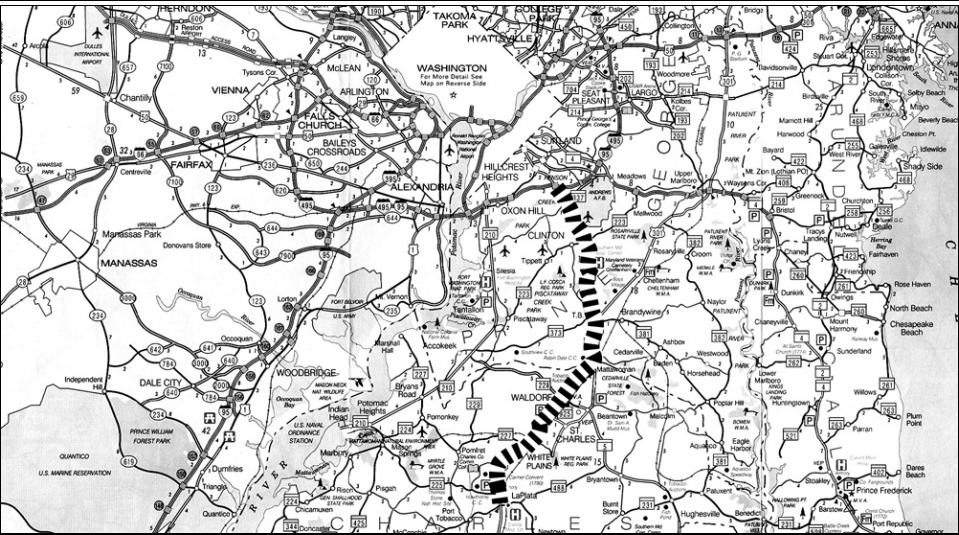
SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Increase of \$1.5 million. Right-of-Way funds added to the project when agreement with BGE appeared imminent.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....	TOTAL	COMPLETE
Planning	541	402	139	0	0	0	0	0	139	0
Engineering	550	435	115	0	0	0	0	0	115	0
Right-of-way	2,500	35	973	1,492	0	0	0	0	2,465	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,591	872	1,227	1,492	0	0	0	0	2,719	0
Federal-Aid	459	459	0	0	0	0	0	0	0	0



STATUS: Transit Service Staging Plan is complete. Studies of new commuter bus park and ride lots underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost decreased \$1.8 million to reflect funding for the five proposed commuter Park & Ride lots being moved to the Minor Projects.

PROJECT: Southern Maryland Mass Transportation Analysis

DESCRIPTION: Planning for preferred alternatives for mass transit improvements including preparation of a Corridor Transit Service Staging Plan in the MD 5/US 301 corridor from the Branch Avenue Metrorail station to the White Plains area. This work implements results of the Southern Maryland Mass Transportation Alternatives Study and the US 301 Corridor Task Force Final Report.

JUSTIFICATION: Planned service expansion to address increasing development in this area.

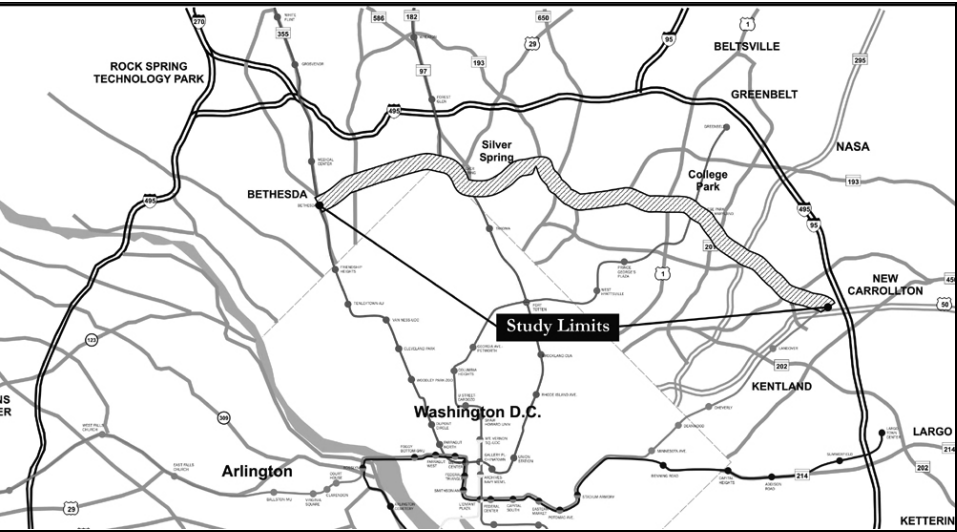
SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- SHA - I-95/I-495 Branch Avenue Metro Station Access Study
- SHA - MD 5, from US 301 Interchange at T.B. to north of I-95/I-495
- SHA - MD 5/MD 373/Brandywine Road Relocated Interchange

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007....	.....2008....	.....2009....	.....2010....		
Planning	1,147	907	94	146	0	0	0	0	240	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,147	907	94	146	0	0	0	0	240	0
Federal-Aid	695	695	0	0	0	0	0	0	0	0



STATUS: The Alternatives Analysis and DEIS phases have been reinitediated for the entire 14-mile corridor. The scoping process and 'Purpose of Need' reports are complete.

PROJECT: Bi-County Transitway Study

DESCRIPTION: Study of a 14-mile transitway between New Carrollton and Bethesda Metrorail Stations. This includes Alternatives Analysis, Draft Environmental Impact Statement and Preliminary Engineering/Final Environmental Impact Statement.

JUSTIFICATION: This transit line would serve a highly congested corridor in Prince George's and Montgomery Counties, connecting the Metrorail Red, Green and Orange lines to key employment, residential and institutional destinations.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☒ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Silver Spring Transit Center and MARC Station Relocation -- Line 6

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added \$12.0 million to the Planning phase due to the Revenue Increase. Project moving forward is contingent upon a Full Funding Grant Agreement with FTA.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	30,845	11,818	2,550	9,477	7,000	0	0	0	19,027	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	30,845	11,818	2,550	9,477	7,000	0	0	0	19,027	0
Federal-Aid	12,054	5,725	2,040	4,289	0	0	0	0	6,329	0



STATUS: Alternatives analysis underway. Preparation of Draft Environmental Impact Statement to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Project split out from Baltimore Region Transit Plan. \$10.0 million has been added to the Planning phase as a result of the Revenue Increase. Project progress is contingent upon a Full Funding Grant Agreement.

PROJECT: Baltimore Corridor Transit Study - Green Line

DESCRIPTION: The Green Line Transit Study will identify and analyze several potential alignment and mode alternatives for a service extension from the Johns Hopkins Hospital Medical Campus to the Morgan State University or Good Samaritan Hospital. The study will include preliminary engineering and mode feasibility analysis; environmental screening; identification of right-of-way issues; ridership potential; capital and annual operating costs; and social, cultural and economic development benefits and impacts.

JUSTIFICATION: The Green Line will improve mobility in northeast Baltimore, improve travel and multi-modal access, prepare for future travel demand, support new and future transit-oriented economic development and revitalization efforts, and help to address regional air quality issues.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Baltimore Corridor Transit Study - Red Line - Line 32

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004			.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	12,945	0	1,000	1,945	2,500	3,000	3,000	1,500	12,945	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,945	0	1,000	1,945	2,500	3,000	3,000	1,500	12,945	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Draft Environmental Impact Statement (DEIS) and Location/Design Public Hearings completed during FY 2002. Preparation of Final Environmental Impact Statement (FEIS) to begin during current fiscal year. Agency concurrence on a selected highway/transit alternative is scheduled during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added \$11.0 million for planning funds as part of the transit portion of this project. Project moving forward contingent upon a Full Funding Grant Agreement with FTA.

PROJECT: I-270 Corridor Cities Transitway (CCT)

DESCRIPTION: Transit portion of a multi-modal corridor study to consider transit and highway improvements in the I-270/US 15 corridor in Montgomery and Frederick Counties from Shady Grove Metro Station to I-70. The Corridor Cities Transitway (CCT) would be either a light rail transit (LRT) or bus rapid transit (BRT) line along a 14-mile corridor from Rockville through Quince Orchard, Gaithersburg, and Germantown to Clarksburg. Another option under study is "premium bus" service along proposed I-270 High Occupancy Vehicle (HOV)/managed lanes.

JUSTIFICATION: The purpose and need for the project is to help relieve congestion and improve safety due to existing and projected growth within the I-270/US 15 Corridor. The CCT would also enhance mobility by serving existing and future transit-oriented land uses in the corridor.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: SHA - I-70/I-270 Interchange
 SHA - I-70, MD 85 Extended and MD 355 Relocated
 SHA - MD 80 and MD 355 Relocated
 SHA - I-70, Mt. Phillip Road to MD 144
 SHA - I-270 and US 15

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	11,000	0	4,000	5,000	2,000	0	0	0	11,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,000	0	4,000	5,000	2,000	0	0	0	11,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

The estimated cost is for the entire project in Montgomery and Frederick Counties and is carried in the SHA program.



STATUS: Draft Environmental Impact Statement (DEIS) and preliminary engineering complete. All work will cease as of June 3, 2005 and no more funds will be expended.

PROJECT: Maglev System Study

DESCRIPTION: Study feasibility of operating magnetic levitation trains between Baltimore and Washington.

JUSTIFICATION: MTA has received special federal funding as part of a national demonstration of Maglev technology. If feasibility is demonstrated, Maglev could provide rapid and efficient transportation between Baltimore and Washington.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☒ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

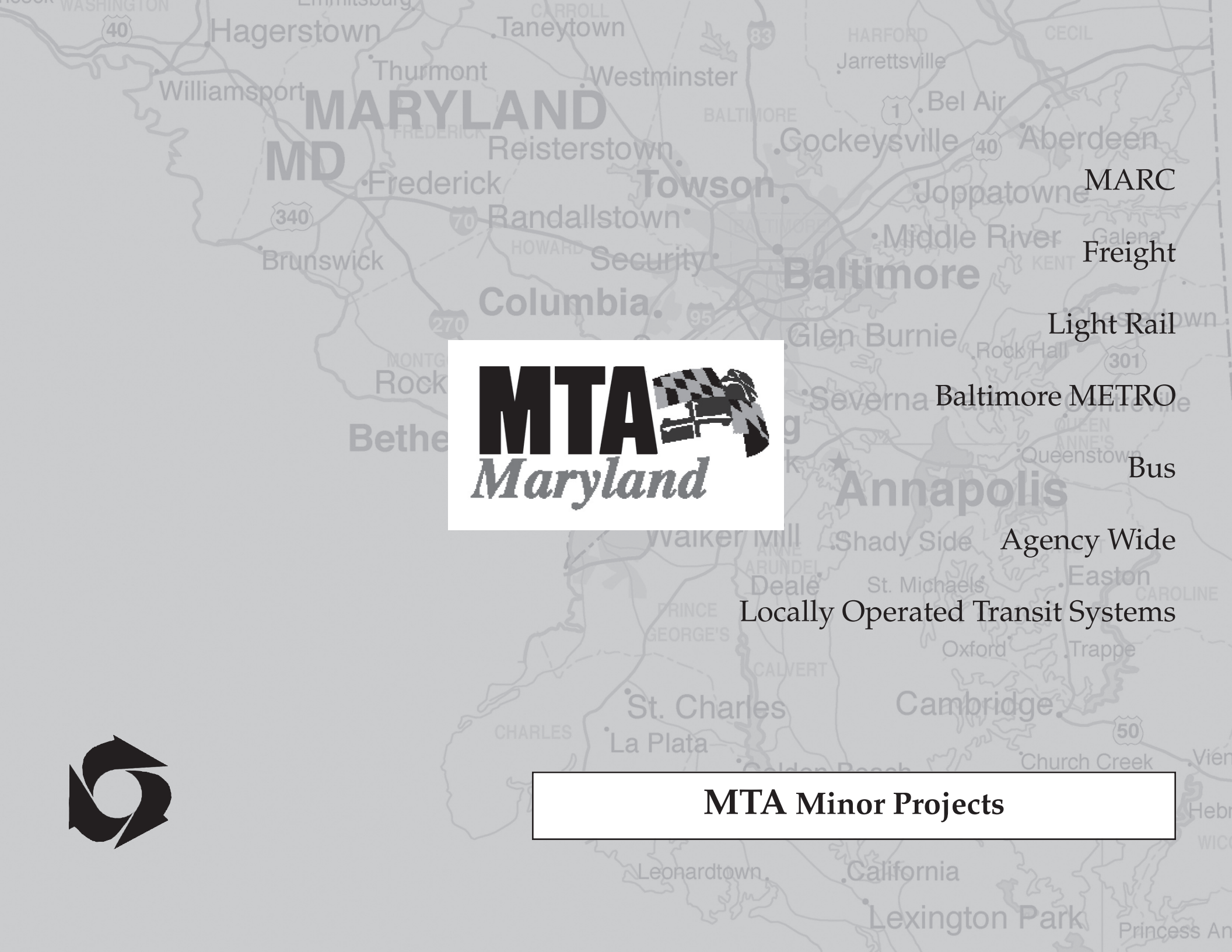
ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: This cashflow is prepared to comply with the language of the Budget Reconciliation and Financing Act of 2004 that states "on or after July 1, 2005, the State may not spend any funds from any source for the purpose of studying, developing or constructing a Maglev system in the State."

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	17,095	15,995	1,100	0	0	0	0	0	1,100	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	17,095	15,995	1,100	0	0	0	0	0	1,100	0
Federal-Aid	13,162	12,062	1,100	0	0	0	0	0	1,100	0

Baltimore City contributed \$100k for FY 2005.

0483



MARYLAND
MD



Agency Wide
Locally Operated Transit Systems



MTA Minor Projects

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 39

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>MARC IMPROVEMENTS -- FY 2005 AND PRIOR</u>		
1	Union Station High Level Platform D&E (0834)	125	Complete
2	Martin Airport Station Parking Expansion (1087)	1,520	Complete
3	ADA Equipment (0684)	302	Underway
4	ADA Compliance (1065)	150	Underway
5	MARC Safety Compliance Reports (0120)	7	Underway
6	MARC II Vehicle Overhaul (0181)	4,118	Underway
7	Roof Rehabilitation (1066)	258	Underway
8	Passenger Warning System @ CSX Stations (0420)	80	Underway
9	Homeland Security Measures (1104)	1,038	Underway
10	MARC Master Plan, Needs Study and Safety Reports (0585)	1,762	Underway
11	Miscellaneous Facility Improvements and Rehab. (0199, 0634)	2,718	Underway
12	MARC Parking Lot Improvements (1006)	2,829	Underway
13	Edgewood Station Improvements (1059)	1,515	Underway
14	Laurel Station Northbound Platform Replacement (1098)	1,850	Spring, 2005
15	West Baltimore MARC Parking Improvements D & E (1089)	150	Spring, 2005
16	Rolling Stock Maint. Tracking & Recordkeeping System (1052)	550	Spring, 2005
	<u>MARC IMPROVEMENTS -- FY 2006</u>		
17	MARC Safety Compliance Reports (0120)	11	Fall, 2005
18	Miscellaneous Station Improvements and Rehab. (0199, 0634)	1,781	Fall, 2005
19	MARC II Vehicle Overhaul (0181)	3,510	Fall, 2005
20	Passenger Warning System @ CSX Stations (0420)	1,253	Fall, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 40

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LIGHT RAIL IMPROVEMENTS -- FY 2005 AND PRIOR</u>		
1	Upgrade and Replace Electrical Connectors (0249)	404	Complete
2	Facilities and Station Rehab/Improvements (0005, 0248, 0857)	1,115	Underway
3	Front/Rear Vehicle Cameras (1011)	145	Underway
4	Signal Priority (1142)	1,883	Underway
5	Communications Upgrade (0581, 0790, 1015)	1,965	Underway
6	Drainage Improvements (0856)	800	Underway
7	UPS Signal Backup Power Replacement (1016)	3,921	Underway
8	Light Rail Parking Expansion D & E (0871)	1,277	Underway
9	Rail Installation (0797, 1013)	3,595	Underway
10	Power and Signal Improvements (0341)	3,110	Underway
11	Safety Improvements (0489, 0860, 0870)	2,829	Underway
12	Grade Crossing Repair/Rehabilitation (1048)	1,750	Underway
13	Conversion of Yard Switches (0451)	2,548	Underway
14	Light Rail Vehicle and Equipment Overhaul/Replacement (0116, 0570)	2,194	Underway
	<u>LIGHT RAIL IMPROVEMENTS -- FY 2006</u>		
15	Light Rail Vehicle and Equipment Overhaul/Replacement (0116)	1,137	Summer, 2005
16	UPS Signal Backup Power Replacement (1016)	2,340	Summer, 2005
17	Rail Purchase and Installation (0797, 1013)	2,902	Summer, 2005
18	Facilities and Station Rehab/Improvements (0005, 0248)	1,264	Summer, 2005
19	Parking Garage at N. Linthicum (1086)	100	Fall, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 41

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>METRO IMPROVEMENTS -- FY 2005 AND PRIOR</u>		
1	Storm Drain Pump Rehabilitation - Phase II (0501)	2,735	Complete
2	Bridge & Elevated Structures Rehab. Fund (0239)	804	Underway
3	Rail Inspection and Installation Program (0194, 0868)	462	Underway
4	Wayside and Station Emergency Telephones (1093)	900	Underway
5	On-going Railcar Overhaul and Train Control Programs (0091, 0840)	993	Underway
6	Direct Fixation Rail Fastener Replacement (0455)	2,985	Underway
7	Cable Assessment/Evaluation/Replacement (0839)	909	Underway
8	Miscellaneous System Preservation Improvements (0179, 1009)	2,898	Underway
9	Rail Shop Equipment Improvements (0838)	2,338	Underway
10	Electrical Substation Improvements (0312, 0474)	1,509	Spring, 2005
	<u>METRO IMPROVEMENTS -- FY 2006</u>		
11	Cable Assessment/Evaluation/Replacement (0839)	579	Fall, 2005
12	Bridge & Elevated Structures Rehab. Fund (0239)	525	Fall, 2005
13	On-going Railcar Overhaul and Train Control Programs (0091, 0840)	560	Fall, 2005
14	Rail Inspection and Installation Program (0194, 0868)	297	Fall, 2005
15	Electrical Substation Improvements (0474)	1,800	Winter, 2006
16	Miscellaneous Track and System Preservation Improvements (0179)	1,654	Fall, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>BUS SYSTEM IMPROVEMENTS -- FY 2005 AND PRIOR</u>		
1	Bus Engine Upgrade - EPA (0716)	2,761	Complete
2	Bus Master Plan (1072)	400	Underway
3	Bus Schedule Review (1099)	2,000	Underway
4	Bus Equipment and Non Revenue Vehicles (1096)	361	Underway
5	Bus Facilities Rehab - Kirk & Eastern (0567, 0705, 1076)	795	Underway
6	Systemwide Improvements and Rehabilitation (0193, 0547, 0781, 0783, 0845, 0849, 1027)	2,776	Underway
7	Bus Wheelchair Restraint System Retrofit/9700 Series (1057)	550	Underway
8	Bus Automatic Vehicle Monitoring System (1071)	1,600	Underway
9	Bus Maintenance Support Improvement Fund (0554)	1,666	Underway
10	Bus Maintenance Facility Exhaust Fans (1073)	600	Underway
11	Bus Fuel/Fluids Management System (1120)	375	Spring, 2005
	<u>BUS SYSTEM IMPROVEMENTS -- FY 2006</u>		
12	BUS Operators' Seat Replacement (1122)	250	Summer, 2005
13	BUS Facilities Rehab - Eastern & Kirk (0705, 1076, 1092)	3,000	Summer, 2005
14	BUS Lifts (1096)	323	Summer, 2005
15	Comprehensive Bus Stop Sign Replacement (1074, 1077)	3,542	Fall, 2005
16	Systemwide Improvements and Rehabilitation (0193, 0547, 0783, 0849)	830	Fall, 2005
17	Bus Fuel/Fluids Management System (1120)	375	Fall, 2005
18	Bus Maintenance Support Improvement Fund (0554)	1,561	Fall, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>AGENCYWIDE IMPROVEMENTS -- FY 2005 AND PRIOR</u>		
1	ADA Compliance (0266)	245	Underway
2	Strategic and Other Transit Planning Studies (0184, 0221, 1047)	2,120	Underway
3	Owner-Controlled Insurance Program (0832)	404	Underway
4	Automatic Passenger Counter Demo (1051)	131	Underway
5	Scheduling System (0513)	1,562	Underway
6	Telephone Communications Systems (0493)	2,105	Underway
7	Transit Facilities Improvements (0300, 0447, 0844, 1020, 1021, 1022)	3,155	Underway
8	Homeland Security (1101, 1105)	2,026	Underway
9	Transit Station Development Incentive Program (0559)	328	Underway
10	Third Trunked Radio Site (0812)	3,079	Underway
11	Miscellaneous Parking Studies and Improvements (0177, 0470, 0519, 1080)	1,729	Underway
12	Miscellaneous Planning Studies (0510)	233	Underway
13	Bridge, Tunnel and Corrosion Inspection Services Program (0608, 0752)	425	Underway
14	Real Estate Management & Development (0323, 1102)	1,100	Underway
15	Southern Maryland Park and Ride Lots (1035, 1036, 1037, 1038, 1040, 1041)	1,951	Underway
16	Rail Station and Rail Station Access Improvements (0461, 1060)	5,264	Underway
17	Safety & Infrastructure Improvements (1045, 1070, 1111)	1,729	Underway
18	PA/LED Signs (0430, 1024)	3,935	Underway
19	Southern Maryland Commuter Bus Park & Ride Lots (1035, 1036, 1037, 1038, 1040, 1041)	5,026	Underway
20	Fare Collection Maintenance Shop (1094)	1,485	Spring, 2005
21	New IT Equipment (1103)	1,070	Spring, 2005
22	Fare Collection Equipment Staging and Storage (1034)	300	Spring, 2005
23	Washington Blvd. Short Term Improvements D&E (1050)	130	Spring, 2005
24	Security Analysis (1069)	500	Spring, 2005
25	CAD/AVL for Bus and Light Rail (0813)	4,181	Spring, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>AGENCYWIDE IMPROVEMENTS -- FY 2006</u>		
26	Third Trunked Radio Site (0812)	6,000	Summer, 2005
27	ITP New IT Equipment (1103)	742	Summer, 2005
28	Transit Facilities Improvements (0300)	300	Summer, 2005
29	Miscellaneous Planning Studies (0510)	350	Summer, 2005
30	Miscellaneous Parking Studies and Improvements (0177)	500	Summer, 2005
31	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	1,373	Summer, 2005
32	ADA Compliance (0266)	125	Summer, 2005
33	Strategic and Other Planning Studies (1047)	1,900	Fall, 2005
34	CAD/AVL for Bus and Light Rail (0813)	5,982	Fall, 2005
35	CCTV Improvements (0309, 1090)	4,017	Fall, 2005
36	Center Plaza Rehabilitation (1106)	583	Fall, 2005
37	Safety & Infrastructure Improvements D & E (1070)	1,000	Fall, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FREIGHT IMPROVEMENTS -- FY 2005 AND PRIOR</u>		
1	Freight Rail Safety Study (1056)	250	Complete
2	Freight Relocation S. Terminus of Massey-Centreville Line (0873)	1,002	Complete
3	Freight/LTR Rail Abandonment (1100)	670	Underway
4	Freight Capital Improvement Program (0590)	1,864	Underway
5	Maryland & Delaware RR Surface Rehabilitation (0879)	440	Underway
6	Freight Line Stabilization and Improvement Program (0876)	474	Underway
	<u>FREIGHT IMPROVEMENTS -- FY 2006</u>		
7	Freight Capital Improvement Program (0590)	1,679	Summer, 2005
8	Freight/LTR Rail Abandonment (1100)	428	Summer, 2005
9	Freight Line Stabilization and Improvement Program (0876)	98	Summer, 2005

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2005 AND PRIOR</u>		
	<u>ALLEGANY COUNTY</u>		
1	Vehicles - Small Buses	50	Underway
2	Vehicles to Non-Profit Organizations - Allegany Co Human Resource Dev. Comm., Friends Aware	104	Underway
3	Equipment - Security and ADP	30	FY 2005
	<u>ANNE ARUNDEL COUNTY</u>		
4	Ridesharing	188	Underway
5	Equipment - Radio, Bike Rack	5	FY 2005
6	Vehicles - Small Bus	60	FY 2005
	<u>CITY OF ANNAPOLIS</u>		
7	Equipment - Security Gates	20	Underway
8	Preventive Maintenance	30	Underway
9	Vehicles - Buses and Vehicle Rehabilitation	59	Underway
	<u>BALTIMORE COUNTY</u>		
10	Ridesharing (Program operated by BMC - for Baltimore & Carroll Counties)	163	Underway
11	Vehicles to Non-Profit Organizations - Dulaney Station	49	Underway
	<u>CALVERT COUNTY</u>		
12	Equipment - Shop Equipment	100	Underway
13	Facility-Administration/Maintenance	450	Underway
14	Ridesharing	10	Underway
15	Vehicles - Small Bus	100	FY 2005
	<u>CAROLINE COUNTY</u>		
16	(See Kent County)		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2005 AND PRIOR (cont'd)</u>			
<u>CARROLL COUNTY</u>			
17	Ridesharing (Program Operated by BMC - See Baltimore County)		Underway
18	Vehicles - Small Bus, Vehicle Rehab	100	Underway
19	Vehicles to Non-Profit Organizations - Senior Overland Services Inc., ARC of Carroll County	139	Underway
20	Equipment - Signs	5	FY 2005
21	Preventive Maintenance	40	FY 2005
<u>CECIL COUNTY</u>			
22	Equipment - Radio	20	Underway
23	Vehicles - Small Bus	190	Underway
24	Vehicles to Non-Profit Organizations - Chesapeake Care Resources	55	Underway
25	Facility - Renovation for Administration Building	14	FY 2005
<u>CHARLES COUNTY</u>			
26	Equipment - Radio, Shelters, Signs	35	Underway
27	Ridesharing (See St. Mary's County)		Underway
28	Vehicles to Non-Profit Organizations - Spring Dell Center	50	Underway
<u>DORCHESTER COUNTY</u>			
29	Vehicles - Small Buses	295	Underway
30	Vehicles to Non-Profit Organizations - Delmarva Community Services	105	Underway
31	Equipment - Shop Equipment, Radio System, ADP Hardware	100	FY 2005
<u>FREDERICK COUNTY</u>			
32	Equipment - Radios, Fareboxes, Signs, Bike Racks	29	Underway
33	Preventive Maintenance	167	Underway
34	Ridesharing	119	Underway
35	Vehicles - 30 Ft. Buses, Small Buses and Vehicle Rehab.	3,350	Underway
36	Facility - Parking Lot Expansion	100	FY 2005

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2005 AND PRIOR (cont'd)</u>			
<u>GARRETT COUNTY</u>			
37	Facility - Admin/Maintenance Building - D&E	68	Underway
38	Vehicles - Small Buses	250	Underway
<u>HARFORD COUNTY</u>			
39	Equipment - Bike Racks, ADP	20	Underway
40	Preventive Maintenance	225	Underway
41	Ridesharing	83	Underway
42	Vehicles - Small Buses	200	Underway
43	Vehicles to Non-Profit Organizations - ARC of Northern Chesapeake	49	Underway
44	Facility - Renovations	8	FY 2005
<u>HOWARD COUNTY</u>			
45	AVL	428	Underway
46	Central MD Transit and Operations Maintenance Facility	635	Underway
47	Equipment - Shelters	65	Underway
48	Preventive Maintenance	117	Underway
49	Ridesharing	124	Underway
50	Vehicles - 35 Ft. & Small Buses	705	Underway
<u>KENT COUNTY</u>			
51	Equipment - Signs, Shelters	15	Underway
52	Vehicles - Small Buses	175	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2005 AND PRIOR (cont'd)</u>		
	<u>MONTGOMERY COUNTY</u>		
53	Bus Replacement	3,576	Underway
54	Farebox Readers	2,665	Underway
55	Ridesharing	364	Underway
56	Vehicles - 35 Ft. Buses	6,664	Underway
57	Vehicles to Non-Profit Organizations - ARC of Montgomery County, CHI Center	119	Underway
58	Commuter Choice Marketing	625	FY 2005
59	Telecommuting/Telework Expansion	105	FY 2005
	<u>PRINCE GEORGE'S COUNTY</u>		
60	Bus Replacement	1,001	Underway
61	Ridesharing	259	Underway
62	Vehicles - 32 Ft. Buses	996	Underway
63	Vehicles to Non-Profit Organizations - ARC of Prince George's County, Senior Network, Greater Baisden Medical Services	135	Underway
64	Commuter Choice Marketing	625	FY 2005
65	Telecommuting/Telework Expansion	105	FY 2005
	<u>QUEEN ANNE'S COUNTY</u>		
66	Facility - Maintenance Bay Addition	677	Underway
67	Vehicles - Small Buses	250	Underway
68	Equipment - ADP, Radios, Misc. Equipment	45	FY 2005
	<u>ST. MARY'S COUNTY</u>		
69	Facility - Bus Canopy	290	Underway
70	Ridesharing (Program operated by Tri-County Council for Calvert, Charles & St. Mary's Counties)	102	Underway
71	Vehicles - Small Buses	251	Underway
72	Vehicles to Non-Profit Organization - The Center for Life Enrichment	59	FY 2005
73	Equipment - ADP Software	10	FY 2005

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2005 AND PRIOR (cont'd)</u>		
	<u>SOMERSET COUNTY</u>		
74	(See Tri County Council for the Lower Eastern Shore for Projects)		
75	Vehicles to Non-Profit Organizations - Somerset Co. Commission on Aging, Somerset Community Services	87	Underway
	<u>TALBOT COUNTY</u>		
76	(See Kent County for Projects)		
77	MUST - MD Upper Shore Transit - Coordination Study	133	Underway
	<u>WASHINGTON COUNTY</u>		
78	Facility - Rehab	20	Underway
79	Vehicles - Small Bus, Support Vehicle	150	Underway
80	Vehicles to Non-Profit Organizations - Easter Seal Society for Disabled Children	49	Underway
	<u>WICOMICO COUNTY</u>		
81	(See Tri County Council for the Lower Eastern Shore for Projects)		
82	Vehicles to Non-Profit Organizations - Dove Point	55	Underway
	<u>WORCESTER COUNTY</u>		
83	(See Tri County Council for the Lower Eastern Shore for Projects)		
84	Vehicles to Non-Profit Organizations - Worcester County Commission on Aging, Worcester County Developmental Center	90	Underway
	<u>TOWN OF OCEAN CITY</u>		
85	Equipment - AVL, ADP	489	Underway
86	Facility Rehabilitation	125	Underway
87	North Ocean City Transit Facility	912	Underway
88	Vehicles - 40 Ft. and 32 Ft. Transit Buses, Support Vehicle	1,530	Underway
89	Preventive Maintenance	25	FY 2005
	<u>BALTIMORE CITY</u>		
90	Ridesharing	74	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2005 AND PRIOR (cont'd)</u>		
	<u>TRI COUNTY COUNCIL FOR THE LOWER EASTERN SHORE</u>		
91	Equipment - Signs, Shelters, ADP for Somerset, Wicomico and Worcester Counties	107	Underway
92	Vehicles - Buses for Somerset, Wicomico and Worcester Counties	712	Underway
93	Facility - Admin/Maint - D&E for Somerset, Wicomico and Worcester Counties	88	FY 2005